

Council as a  
Whole Committee  
meeting  
RE: Petition  
242-17



## City of Fitchburg Massachusetts

### CITY COUNCIL

#### President

Michael P. Kushmerek

#### Vice President

Amy L. Green

#### Councillors at Large

David Clark

Marcus L. DiNatale

E. Thomas Donnelly

Samantha M. Squailia

Anthony M. Zarrella

#### Ward Councillors

Ward 1 – Amy L. Green

Ward 2 – Paul R. Beauchemin

Ward 3 – Joel R. Kaddy

Ward 4 – Michael P. Kushmerek

Ward 5 – Marisa R. Fleming

Ward 6 – Elizabeth R. Walsh

A meeting of the COUNCIL AS A WHOLE COMMITTEE was held on Tuesday, May 8, 2018 and called to order by Council President Kushmerek at 7:21PM

Committee members present: Councillors Donnelly, Fleming, DiNatale, Squailia, Walsh, Clark, Kaddy, Zarrella, Beauchemin.

Councillor Green arrived at 9:05PM

The agenda consisted of the following:

- 242-2017. Councillor Marcus DiNatale and Councillor Michael Kushmerek that a vote be taken by the City Council as a final determination as to Main Street's permanent traffic flow, whether it remains one-lane or reverts back to two-lane, or a third option if one should arise, upon completion of the Community Development Office's survey, data gathering and public presentation of the findings.

Council President Kushmerek declared that there would be a public comment period and invited those interested in speaking to approach the center table. The following individuals spoke:

1. Mr. Robert Pooler, 167 Blossom St. He is not in support of one-lane Main Street and called it foolish. He submitted the following handout containing his suggestions for the Main Street traffic configuration.

### Main Street Proposal

#### 1. Flower Planters

A. Remove the planters from the street and place each one the sidewalk even with the curb. Doing so would create additional parking. Alternate the side of the street where the planters are located. This would help both sides of Main Street to look better.

B. Allow residents to sponsor flower planters. This would create more community involvement. Allow the sponsor to plant different types of plants and flowers. By doing so each planter would look much different. This helps Main Street look more appealing. This same sponsorship proposal would also apply to the flower planters on North Street. Each sponsor would be responsible for the care and maintenance of the planters. By making sponsors responsible for the care and maintenance this helps the City of Fitchburg save money toward the DPW portion of the budget.

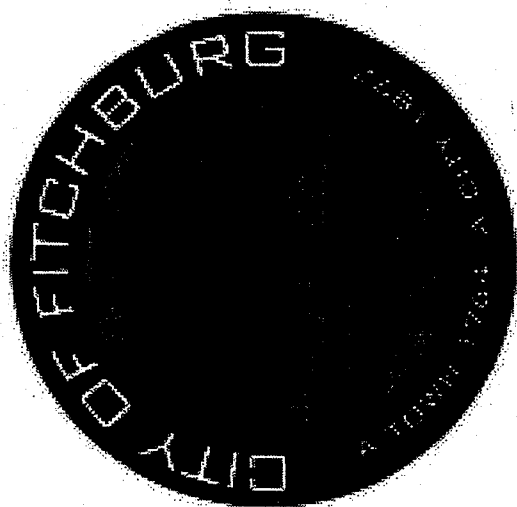
C. An annual sponsorship fee of no less than one hundred dollars per year be charged. These fees would go directly to DPW. This would also help the City of Fitchburg budget in the fact there would be additional funds to be used toward street and sidewalk repairs as well as snow removal during the winter months.

2. Ms. Tricia Pistone, VP MOC and Co-Chair of Reimagine North of Main. She supports all efforts for the revitalization of Main Street and sees it as central to the revitalization of the City. She supports the coordination of efforts and the further development of viable Main St. options.
3. Mr. Jay Bry, FSU Vice President. He asked the Council to continue to support the one-lane Main St and to consider changing Boulder Drive to a two-way traffic flow.
4. Mr. Elmer Eubanks, 427 Oak Hill Rd. He stated that he would like Main St. to be two-way traffic and walkable for pedestrians so that travelers can stop at businesses in both directions of travel.
5. Mr. Peter Cote, Clarendon St. He asked the Council to keep moving forward with the one-lane Main St. configuration because it is safer.
6. Mr. Josiah Richards, 199 Fisher Rd. He spoke in support of one-lane traffic with a bike lane because it is safer.
7. Mr. Marc Dohan, Director of NewVue Communities – a Main St. business. He spoke in favor of one lane Main St. because it results in slower and safer traffic which benefits his clients and staff.
8. Mr. Robert Terk, Almount Terrace. He spoke in favor of a two-way Main St because it is safest for pedestrians and produces a higher vehicle count for business.
9. Mr. Ken Posco, Oliver St. He spoke in favor of returning Main St. to two-lane, one-way until a new study for two-way traffic can be conducted. He stated that the one-lane trial has failed and that it is more dangerous now with reduced ability for emergency vehicles to maneuver.

The public comment period concluded.

Mr. Tom Skwierawski, Community Development Executive Director presented the following information.

Community Development  
Presentation



One-lane Main Street | City of Fitchburg  
May 8th, 2018  
Fitchburg City Council

Petition 242-17

# Presentation Overview

1. Pilot Overview
2. What we've learned
3. How we've adapted
4. Next Steps

# ONE-LANE MAIN | PILOT PROJECT OVERVIEW

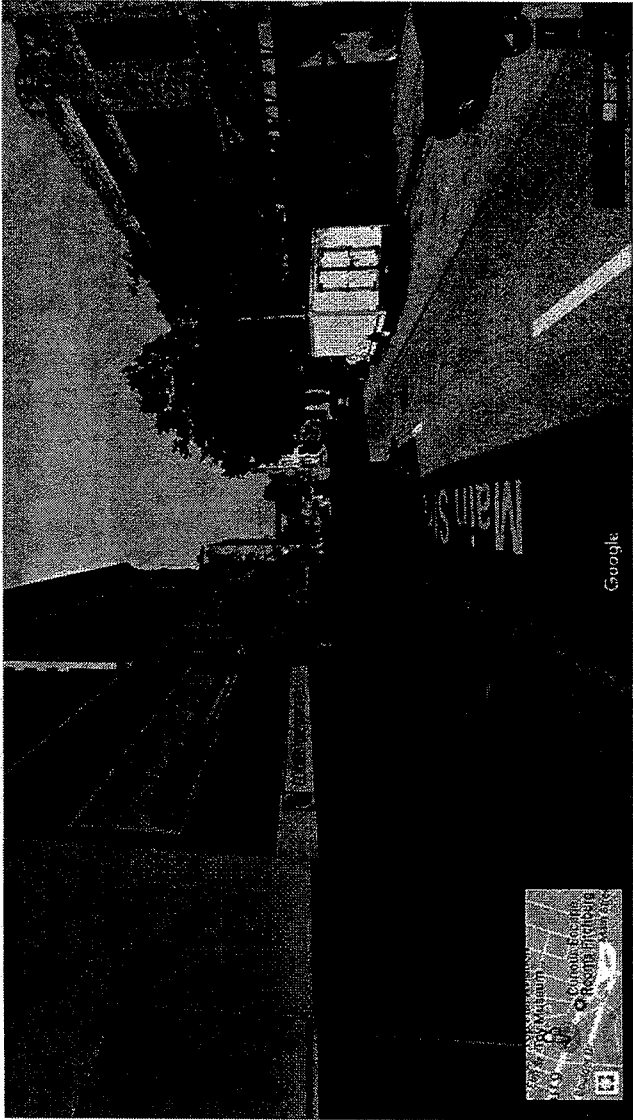
- Pilot Overview
1. The Old Way

2. What Others Say

3. What We've Said

4. The Design

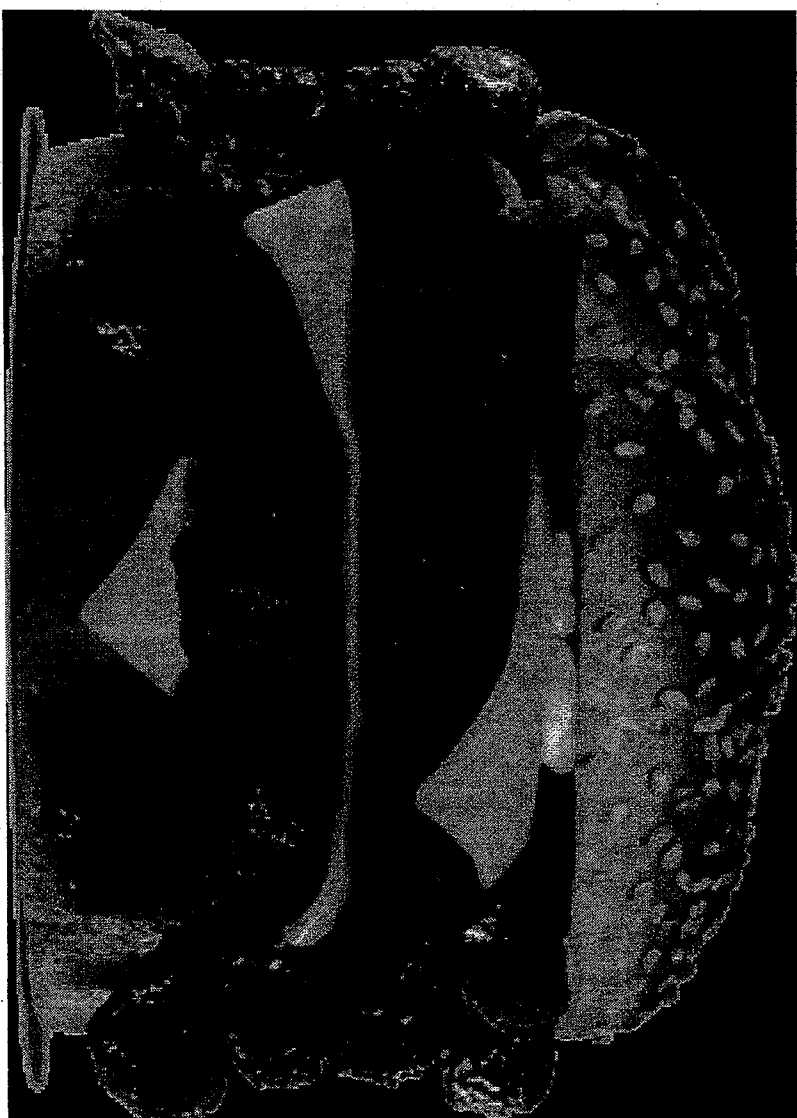
5. The Goals



Two-Lane, One-Way (circa 2011)

## Pilot Overview

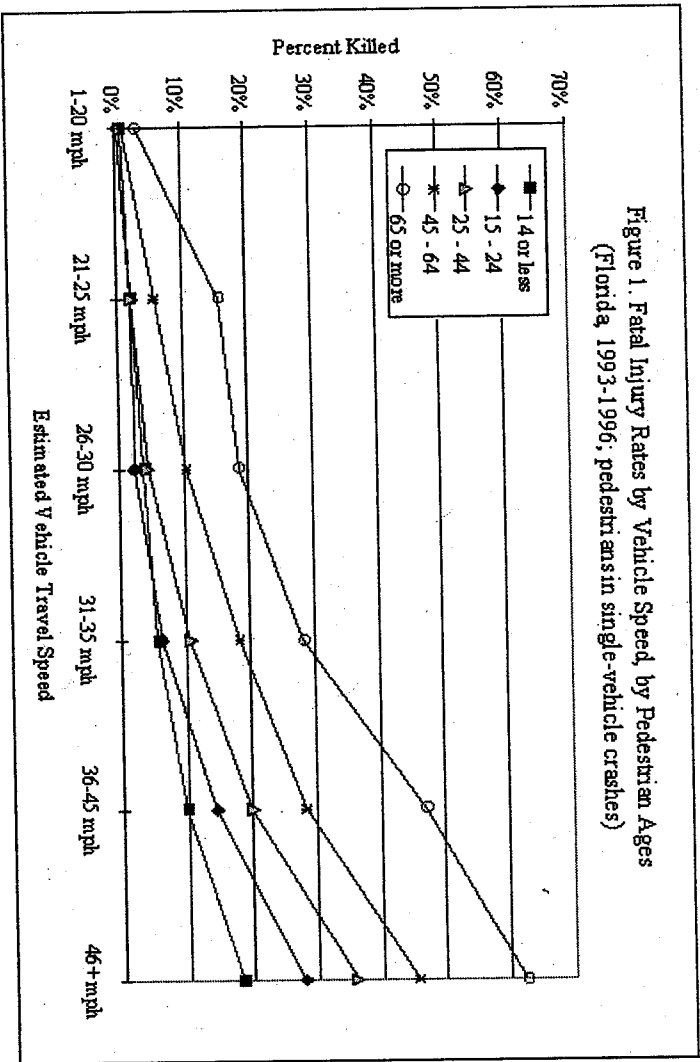
1. The Old Way
2. What Others Say
3. What We've Said
4. The Design
5. The Goals



Hardee's Monster Thick Burger

Pilot Overview

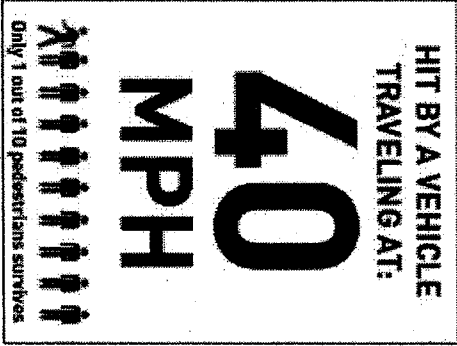
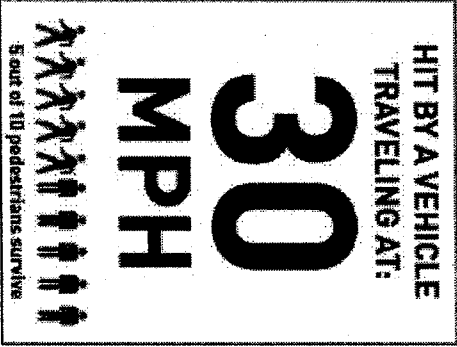
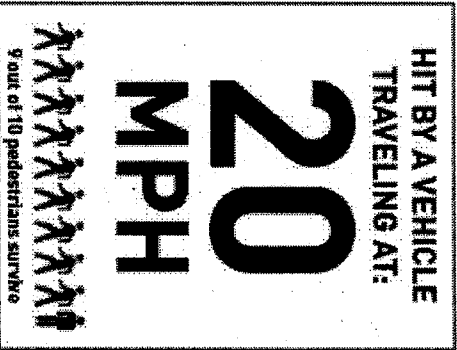
- 1. The Old Way
- 2. What Others Say
- 3. What We've Said
- 4. The Design
- 5. The Goals



NTSA:  
Links between vehicle speeds and  
pedestrian injuries

Pilot Overview

- 1. The Old Way
- 2. What Others Say
- 3. What We've Said
- 4. The Design
- 5. The Goals



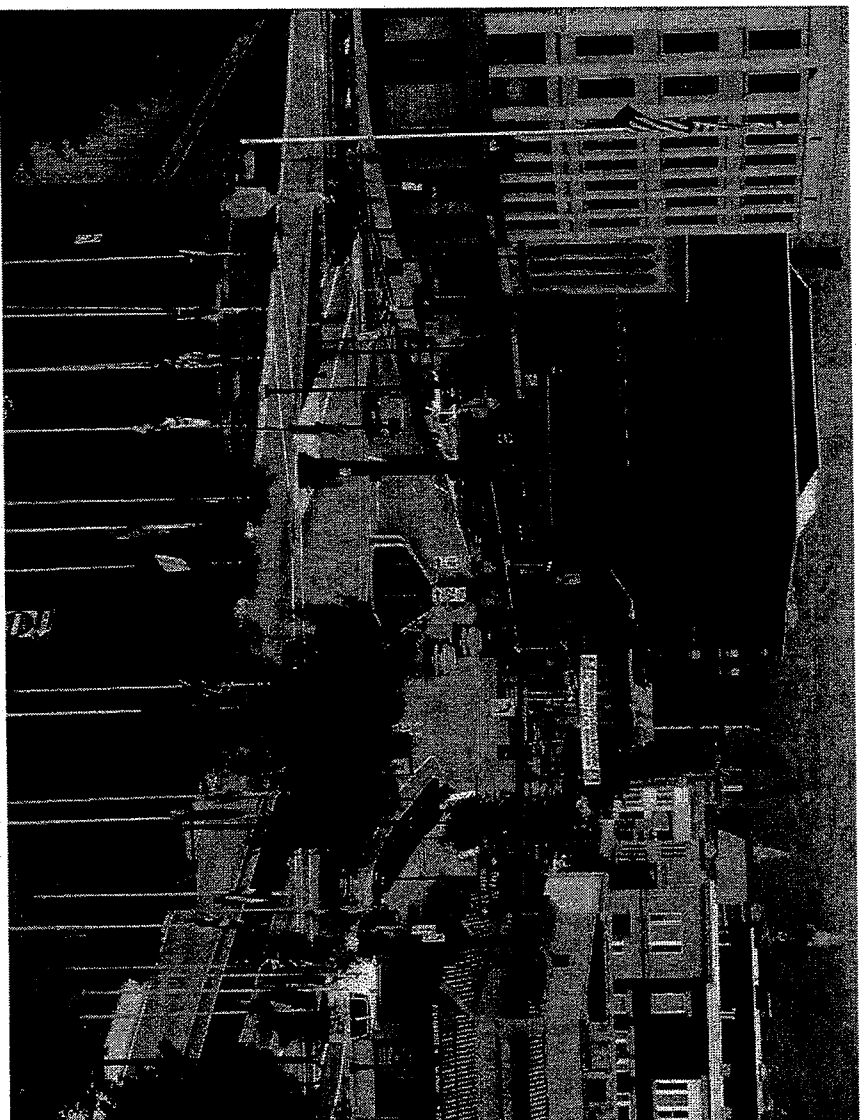
NTSA:

Links between vehicle speeds and  
pedestrian injuries



## Pilot Overview

1. The Old Way
2. What Others Say
3. What We've Said
4. The Design
5. The Goals

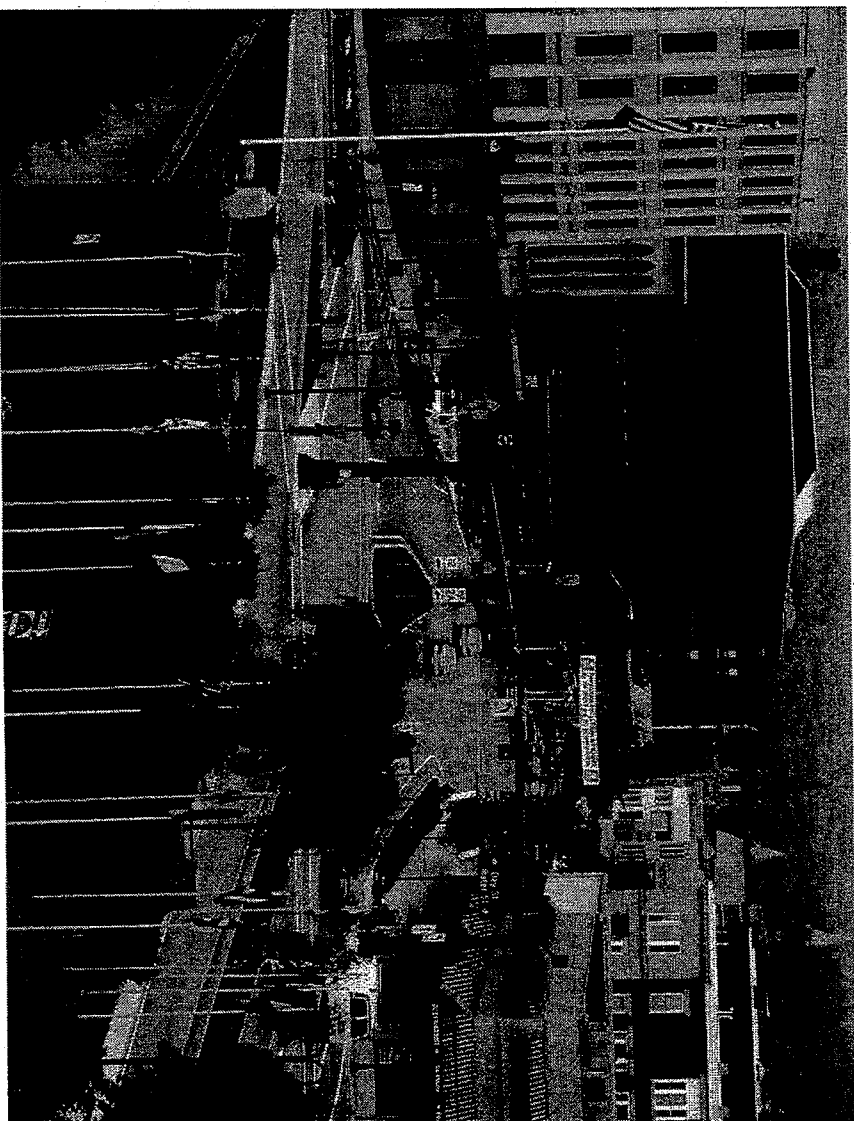


### FRA Urban Renewal Plan

“There is a significant need for bringing people to Main Street so as to offer some chance for Main Street businesses to thrive.”

## Pilot Overview

1. The Old Way
2. What Others Say
3. What We've Said
4. The Design
5. The Goals

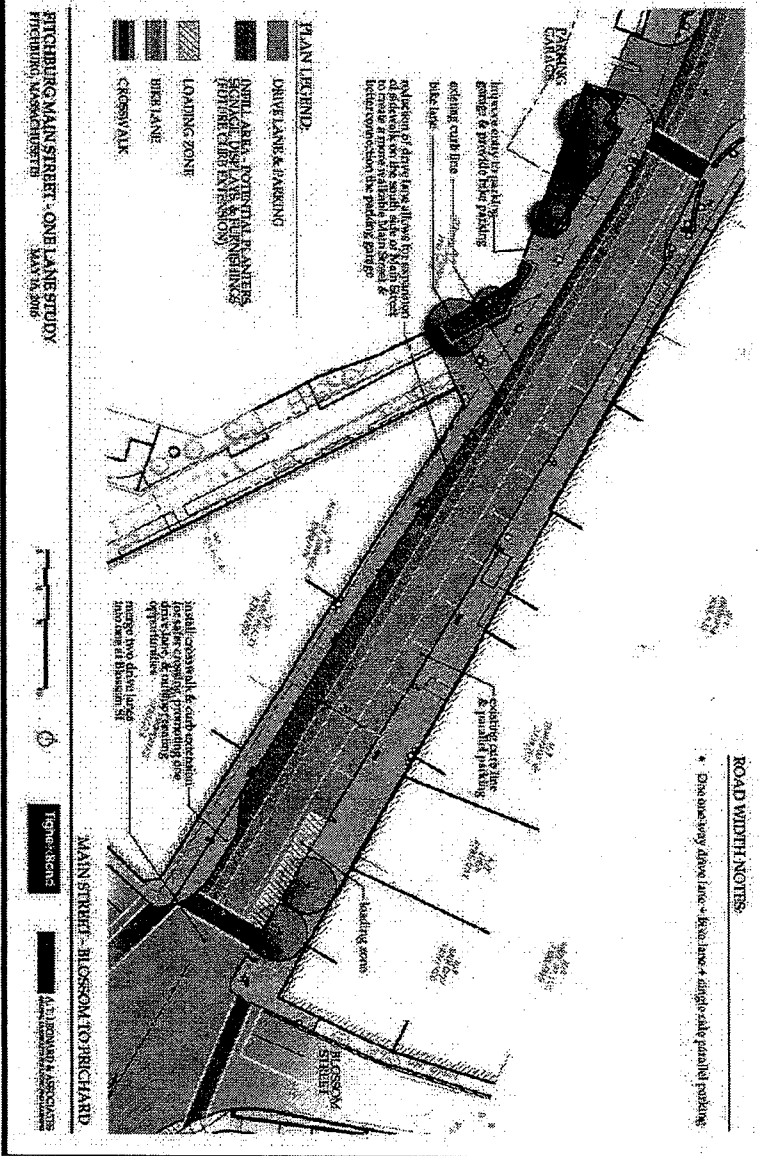


### Vision 20/20

“Besides concerns about vehicle and pedestrian safety, having **two lanes of high speed traffic makes the Main Street area much less welcoming to pedestrians**, thus decreasing its value as a retail zone.”

# Pilot Overview

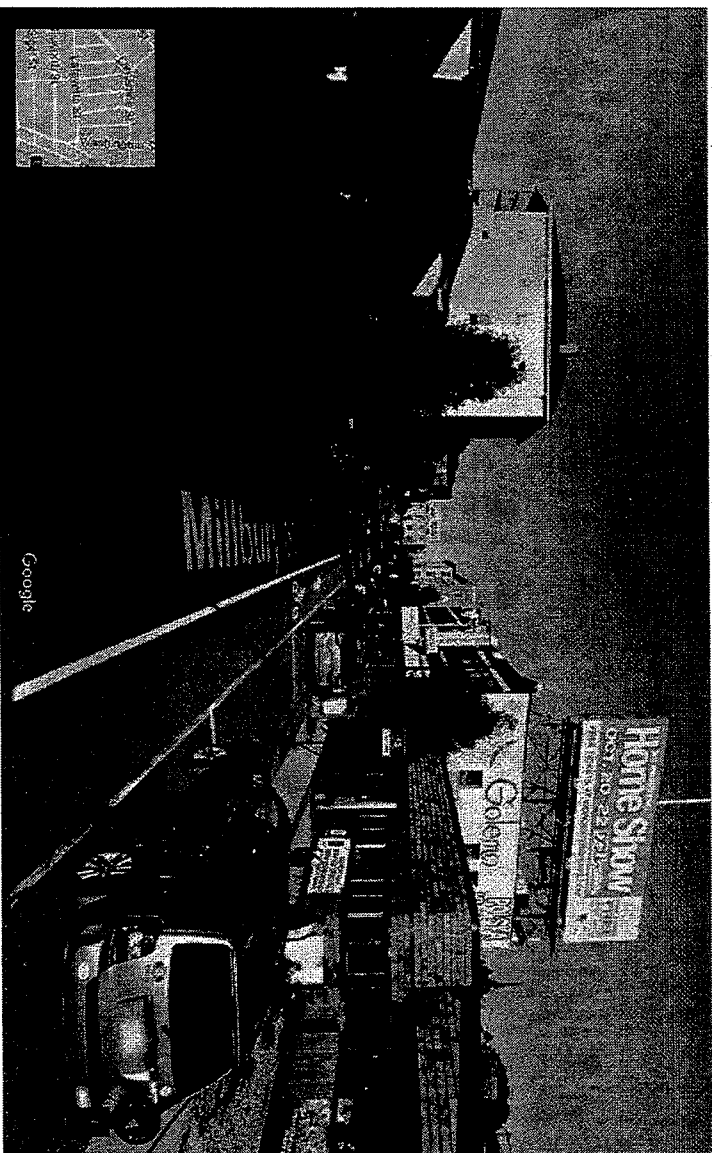
- 1. The Old Way
- 2. What Others Say
- 3. What We've Said
- 4. The Design
- 5. The Goals



Tighe & Bond, A.T Leonard & Associates

## Pilot Overview

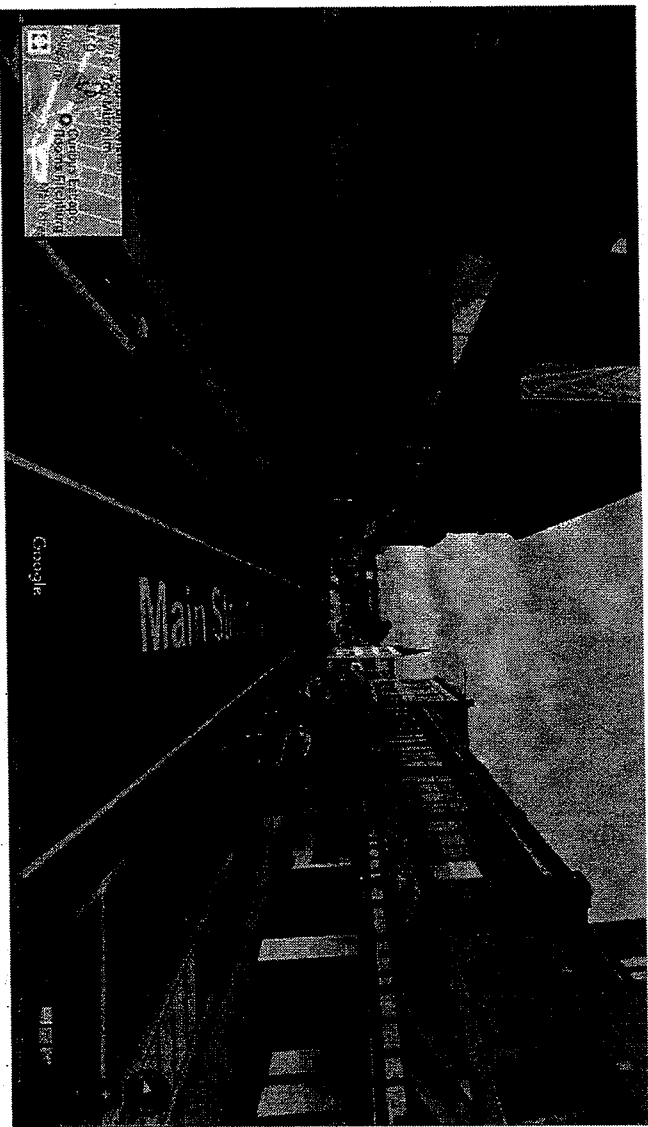
1. The Old Way
2. What Others Say
3. What We've Said
4. The Design
5. The Goals



Precedent: Canal District, Worcester

## Pilot Overview

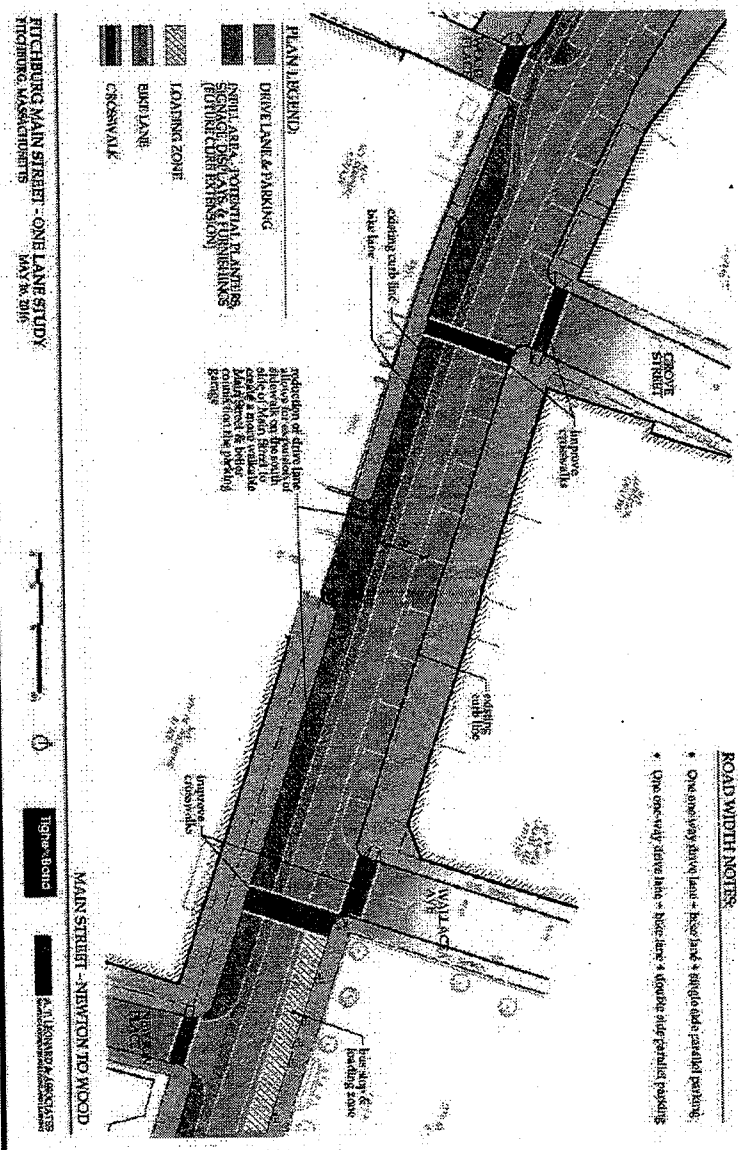
1. The Old Way
2. What Others Say
3. What We've Said
4. The Design
5. The Goals



Pilot Costs: \$15,000  
+ Private/Nonprofit Support

# Pilot Overview

- 1. The Old Way
- 2. What Others Say
- 3. What We've Said
- 4. The Design
- 5. The Goals

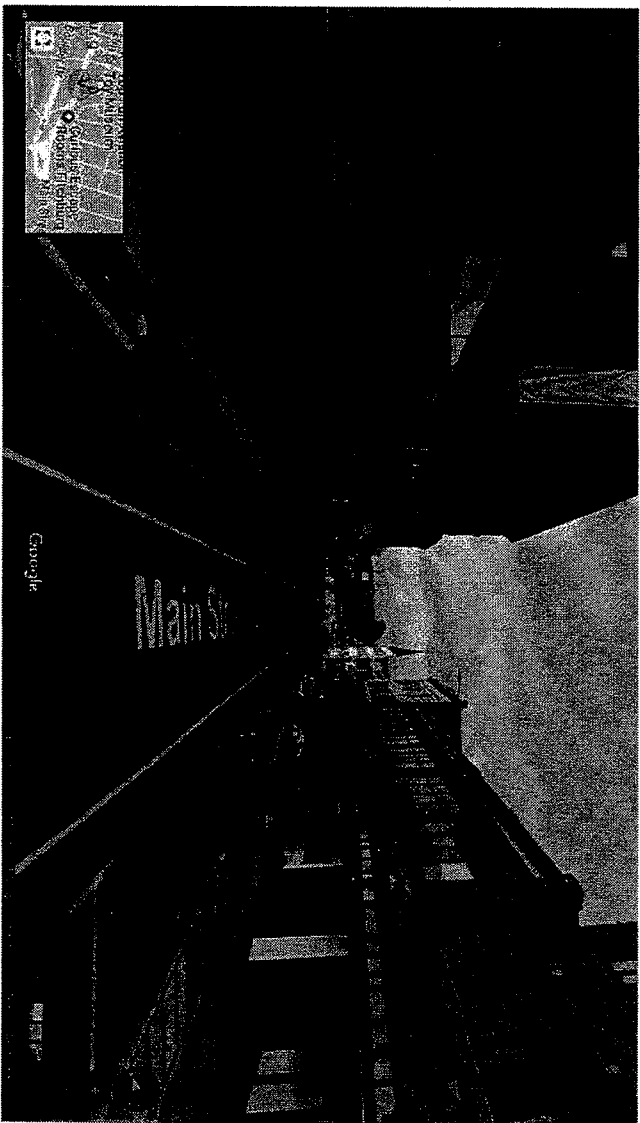


## Goals

- Promote safety for cyclists and pedestrians
- Encourage foot traffic on Main Street
- Test out something different
- Implement a piece of a larger plan downtown

## Pilot Overview

1. The Old Way
2. What Others Say
3. What We've Said
4. The Design
5. The Goals



Smart Growth America  
“(one-lane Main) Slows traffic and  
creates a safer pedestrian  
environment.. Far superior than a  
two-lane, one-way street”

# ONE-LANE MAIN | PILOT YEAR REVIEW



## Pilot Year Review

- |                                   |  |
|-----------------------------------|--|
| 1. Planning/Economic Dev          | <ul style="list-style-type: none"><li>• August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail</li></ul>  |
| 2. Placemaking                    | <ul style="list-style-type: none"><li>• September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop</li></ul>  |
| 3. Surveys                        |  |
| 4. Downtown Traffic Study         | <ul style="list-style-type: none"><li>• Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown</li></ul>  |
| 5. MassDOT/HNTB Road Safety Audit | <ul style="list-style-type: none"><li>• February 2018: Awarded Complete Streets funding in the Upper Common</li></ul>  |
| 6. Traffic Data Analysis          | <ul style="list-style-type: none"><li>• April 2018: Awarded "Opportunity Zone" designation from state</li></ul>  |
| 7. Boulder Drive Study            | <ul style="list-style-type: none"><li>• May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI) District</li><li>• Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community</li><li>• Boulder Drive 2-way study</li></ul> |

## Pilot Year Review

### 1. Planning/Economic Dev

- August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail

### 2. Placemaking

- September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop

### 3. Surveys

### 4. Downtown Traffic Study

### 5. MassDOT/HNTB Road Safety Audit

### 6. Traffic Data Analysis

### 7. Boulder Drive Study

- Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown
- February 2018: Awarded Complete Streets funding in the Upper Common
- April 2018: Awarded "Opportunity Zone" designation from state
- May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI) District
- Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community
- Boulder Drive 2-way study

## Pilot Year Review

- |                                   |   |
|-----------------------------------|---|
| 1. Planning/Economic Dev          | <ul style="list-style-type: none"><li>• August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail</li></ul>                                   |
| 2. Placemaking                    | <ul style="list-style-type: none"><li>• September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop</li></ul>                             |
| 3. Surveys                        | <ul style="list-style-type: none"><li>• Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown</li></ul>       |
| 4. Downtown Traffic Study         | <ul style="list-style-type: none"><li>• February 2018: Awarded Complete Streets funding in the Upper Common</li></ul>                                       |
| 5. MassDOT/HNTB Road Safety Audit | <ul style="list-style-type: none"><li>• April 2018: Awarded "Opportunity Zone" designation from state</li></ul>   |
| 6. Traffic Data Analysis          | <ul style="list-style-type: none"><li>• May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI)" District</li></ul>                   |
| 7. Boulder Drive Study            | <ul style="list-style-type: none"><li>• Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community</li><li>• Boulder Drive 2-way study</li></ul> |

May 8, 2018

City of Fitchburg,

## Pilot Year Review

1. Planning/Economic Dev
  - August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail
2. Placemaking
  - September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop
3. Surveys
  - Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown
4. Downtown Traffic Study
  - February 2018: Awarded Complete Streets funding in the Upper Common
5. MassDOT/HNTB Road Safety Audit
  - April 2018: Awarded "Opportunity Zone" designation from state
6. Traffic Data Analysis
  - May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI)" District
7. Boulder Drive Study
  - Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community
  - Boulder Drive 2-way study

## Pilot Year Review

### 1. Planning/Economic Dev

- August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail

### 2. Placemaking

- September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop

### 3. Surveys

### 4. Downtown Traffic Study

### 5. MassDOT/HNTB Road Safety Audit

### 6. Traffic Data Analysis

### 7. Boulder Drive Study

- Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown
- February 2018: Awarded Complete Streets funding in the Upper Common
- April 2018: Awarded "Opportunity Zone" designation from state
- May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI)" District
- Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community
- Boulder Drive 2-way study

Pilot Year Review

- |                                   |   |
|-----------------------------------|---|
| 1. Planning/Economic Dev          | <ul style="list-style-type: none"><li>• August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail</li></ul>                                   |
| 2. Placemaking                    | <ul style="list-style-type: none"><li>• September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop</li></ul>                             |
| 3. Surveys                        | <ul style="list-style-type: none"><li>• Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown</li></ul>       |
| 4. Downtown Traffic Study         | <ul style="list-style-type: none"><li>• February 2018: Awarded Complete Streets funding in the Upper Common</li></ul>                                       |
| 5. MassDOT/HNTB Road Safety Audit | <ul style="list-style-type: none"><li>• April 2018: Awarded "Opportunity Zone" designation from state</li></ul>   |
| 6. Traffic Data Analysis          | <ul style="list-style-type: none"><li>• May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI)" District</li></ul>                   |
| 7. Boulder Drive Study            | <ul style="list-style-type: none"><li>• Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community</li><li>• Boulder Drive 2-way study</li></ul> |

## Pilot Year Review

1. Planning/Economic Dev
  - August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail
2. Placemaking
  - September 2017: Conducted "Rebuilding Downtown" Smart Growth America Workshop
3. Surveys
4. Downtown Traffic Study
  - Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown
5. MassDOT/HNTB Road Safety Audit
  - February 2018: Awarded Complete Streets funding in the Upper Common
6. Traffic Data Analysis
  - April 2018: Awarded "Opportunity Zone" designation from state
  - May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI) District
7. Boulder Drive Study
  - Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community
  - Boulder Drive 2-way study

## Pilot Year Review

### 1. Planning/Economic Dev

- August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail

### 2. Placemaking

- September 2017: Conducted "ReBuilding Downtown" Smart Growth America Workshop

### 3. Surveys

- Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown

### 4. Downtown Traffic Study

- February 2018: Awarded Complete Streets funding in the Upper Common

### 5. MassDOT/HNTB Road Safety Audit

- April 2018: Awarded "Opportunity Zone" designation from state

### 6. Traffic Data Analysis

- May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI) District

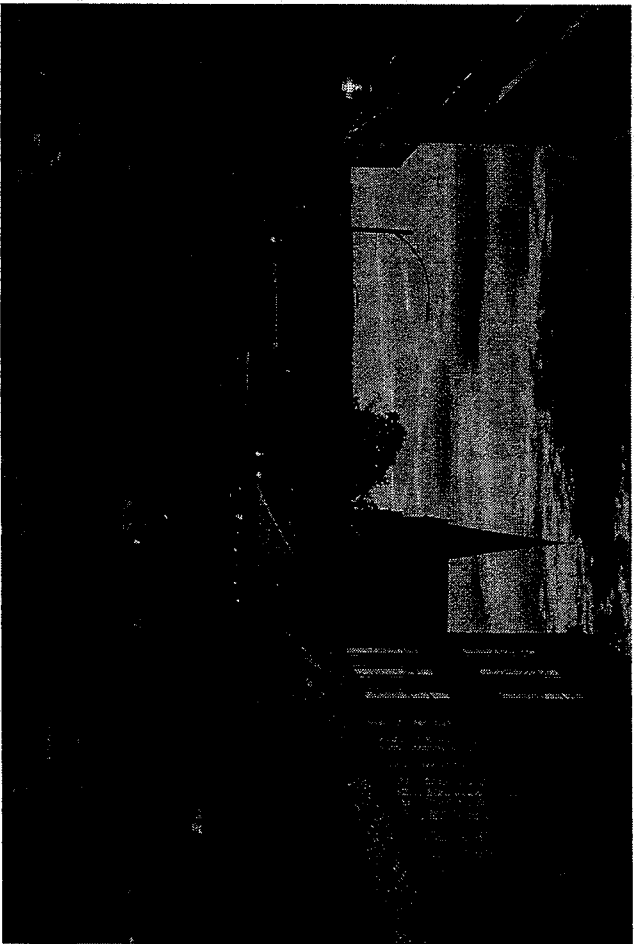
### 7. Boulder Drive Study

- Pipeline Projects: City Hall, Theater Block, Fitchburg Arts Community
- Boulder Drive 2-way study



## Pilot Year Review

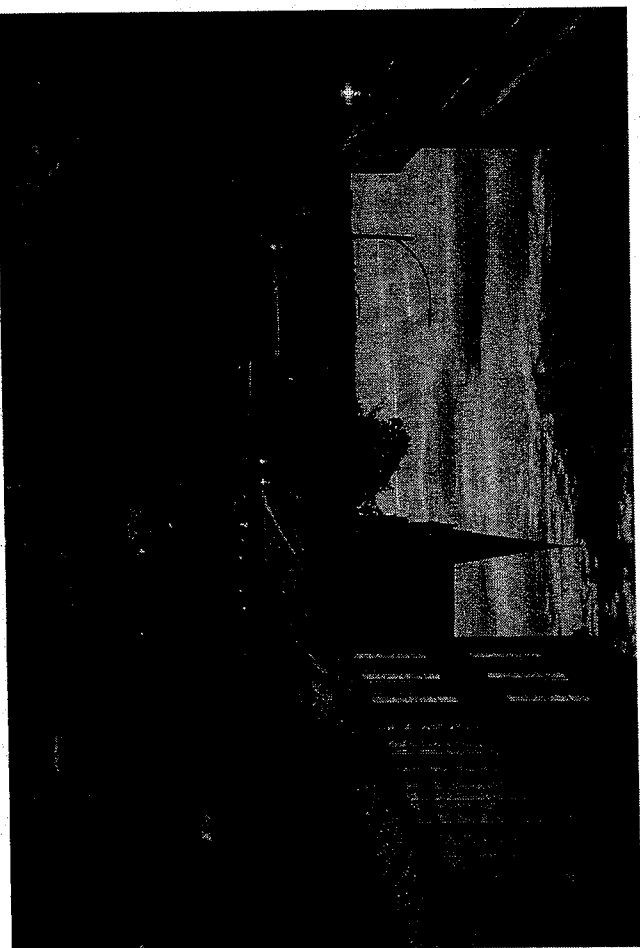
1. Planning/Economic Dev
2. Placemaking
3. Surveys
4. Downtown Traffic Study
5. MassDOT/HNTB Road Safety Audit
6. Traffic Data Analysis
7. Boulder Drive Study



- Music on Main Street
- Dining Al Fresco
- Miracle on Main Street
- First Thursdays
- Italian Fest
- Parklet

## Pilot Year Review

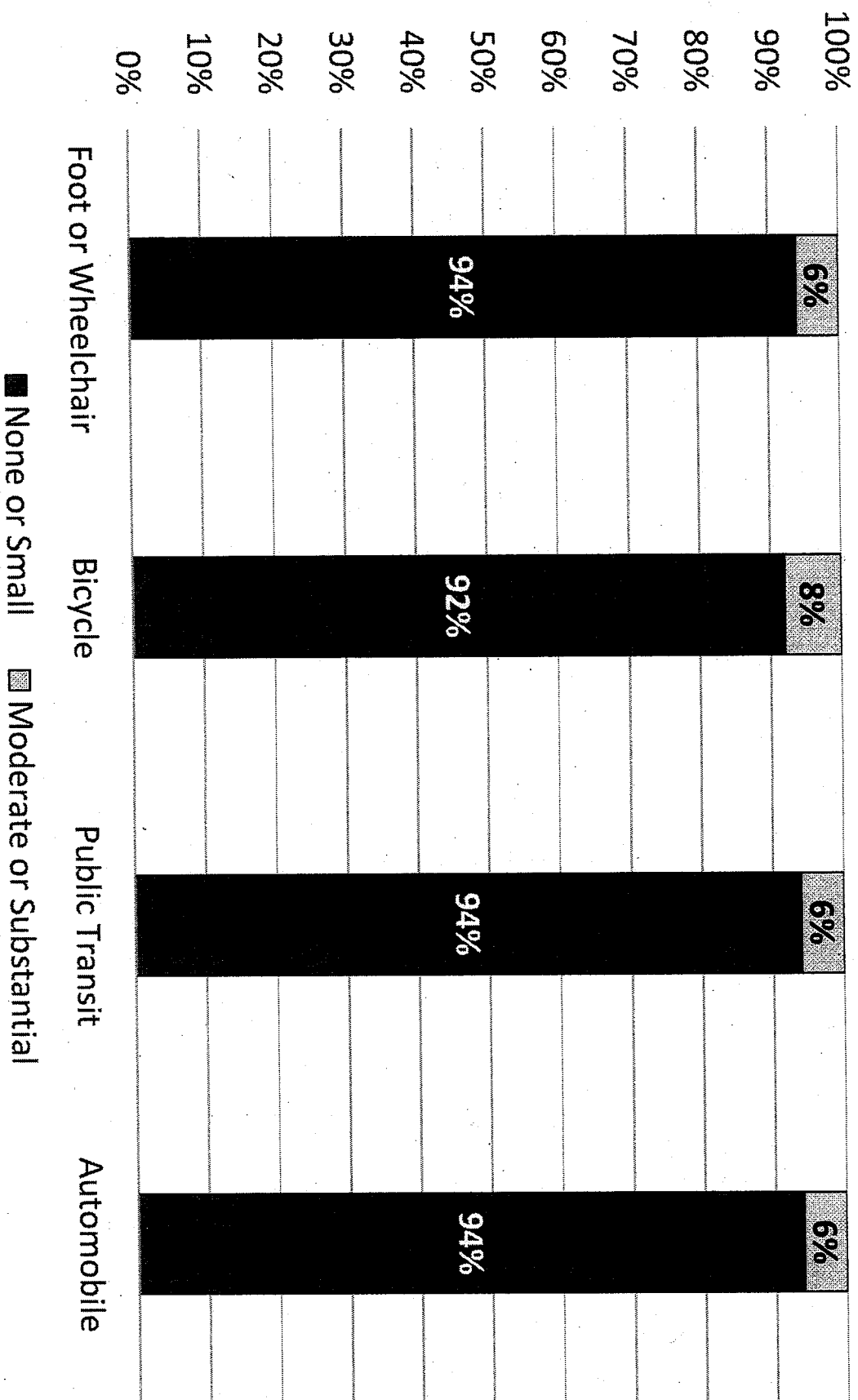
1. Planning/Economic Dev
2. Placemaking
3. Surveys
4. Downtown Traffic Study
5. MassDOT/HNTB Road Safety Audit
6. Traffic Data Analysis
7. Boulder Drive Study



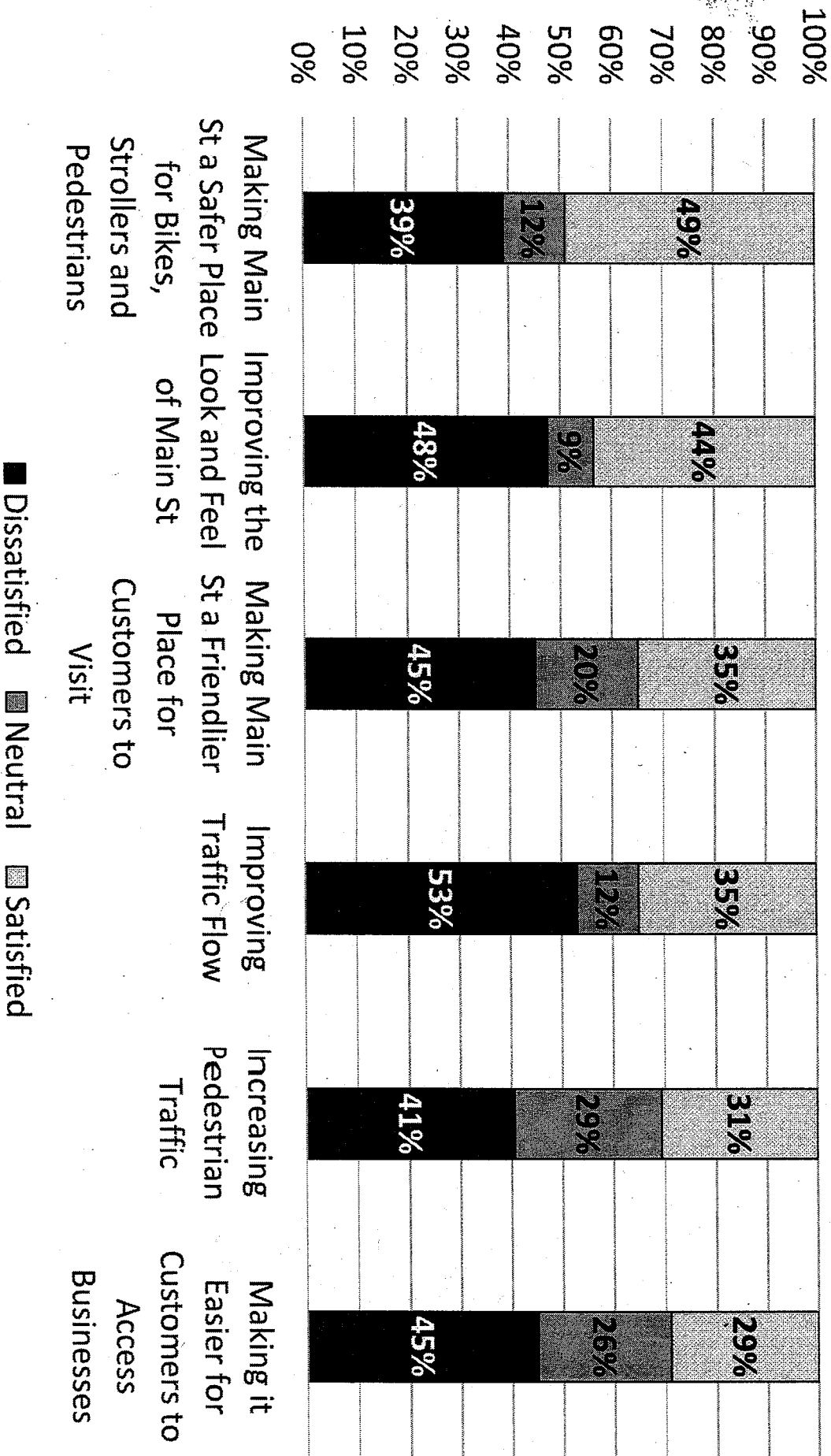
### Business Surveys

- Fall 2017
- 180 letters sent out, 49 responses
- 71% were located on Main Street, remainder in the side streets (Oliver, Putnam, etc.)

To What Extent has One-Lane Main Street Increased the  
Number of Customers Accessing Your Business or  
the Business on Your Property by: (N=49)

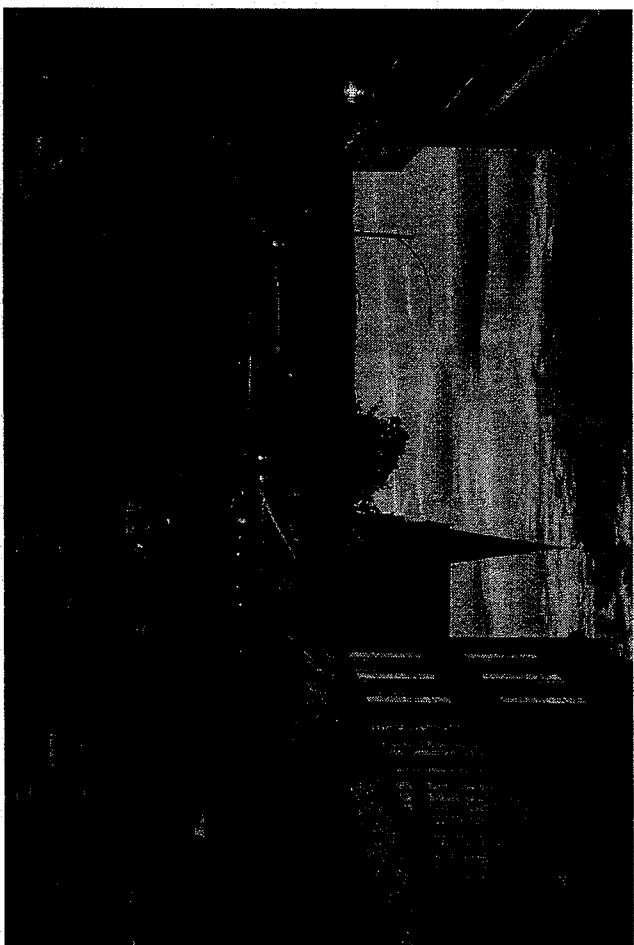


How Satisfied are You with One-Lane Main Street for  
Each Characteristic: (N=49)



## Pilot Year Review

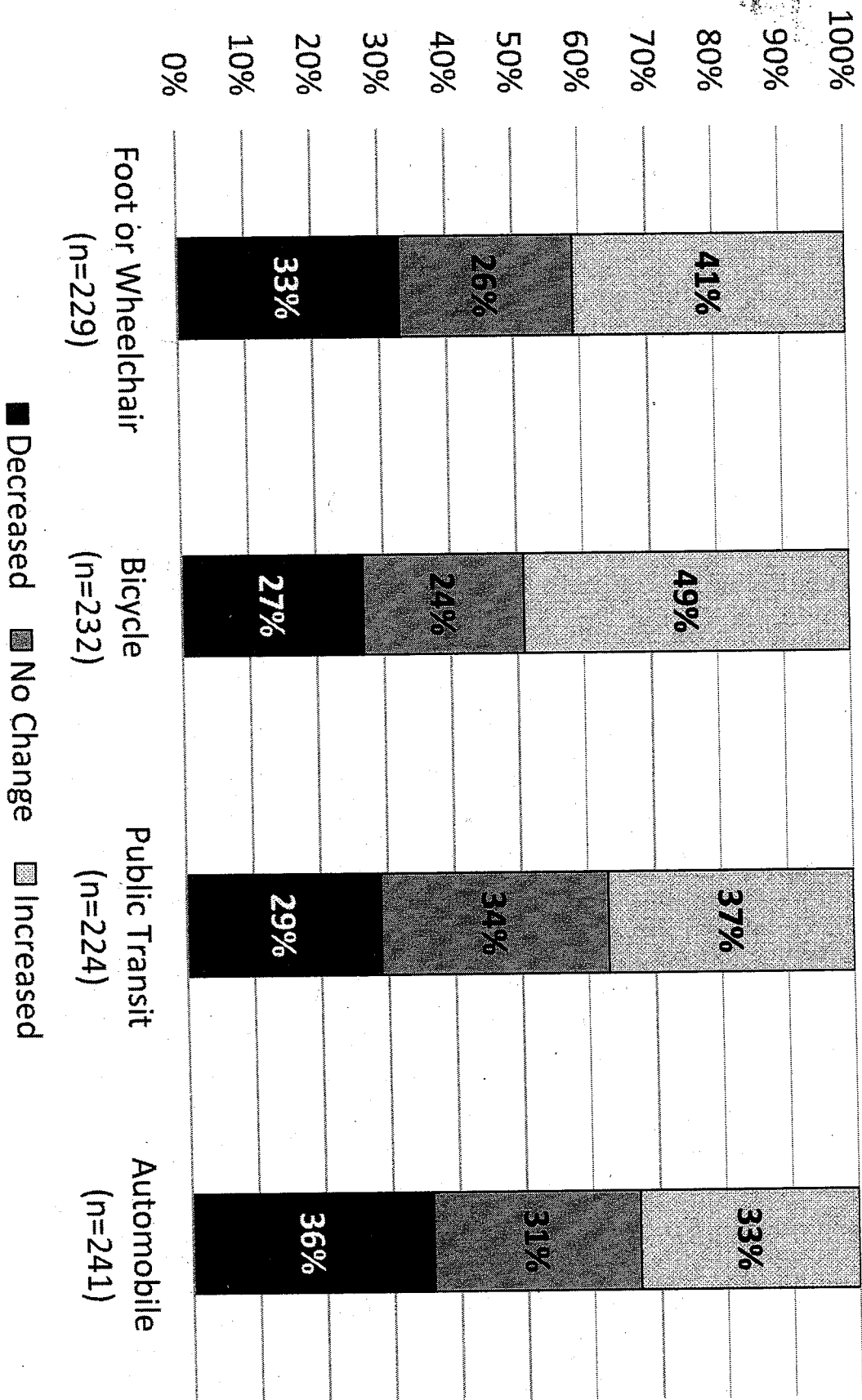
1. Planning/Economic Dev
2. Placemaking
3. Surveys
4. Downtown Traffic Study
5. MassDOT/HNTB Road Safety Audit
6. Traffic Data Analysis
7. Boulder Drive Study



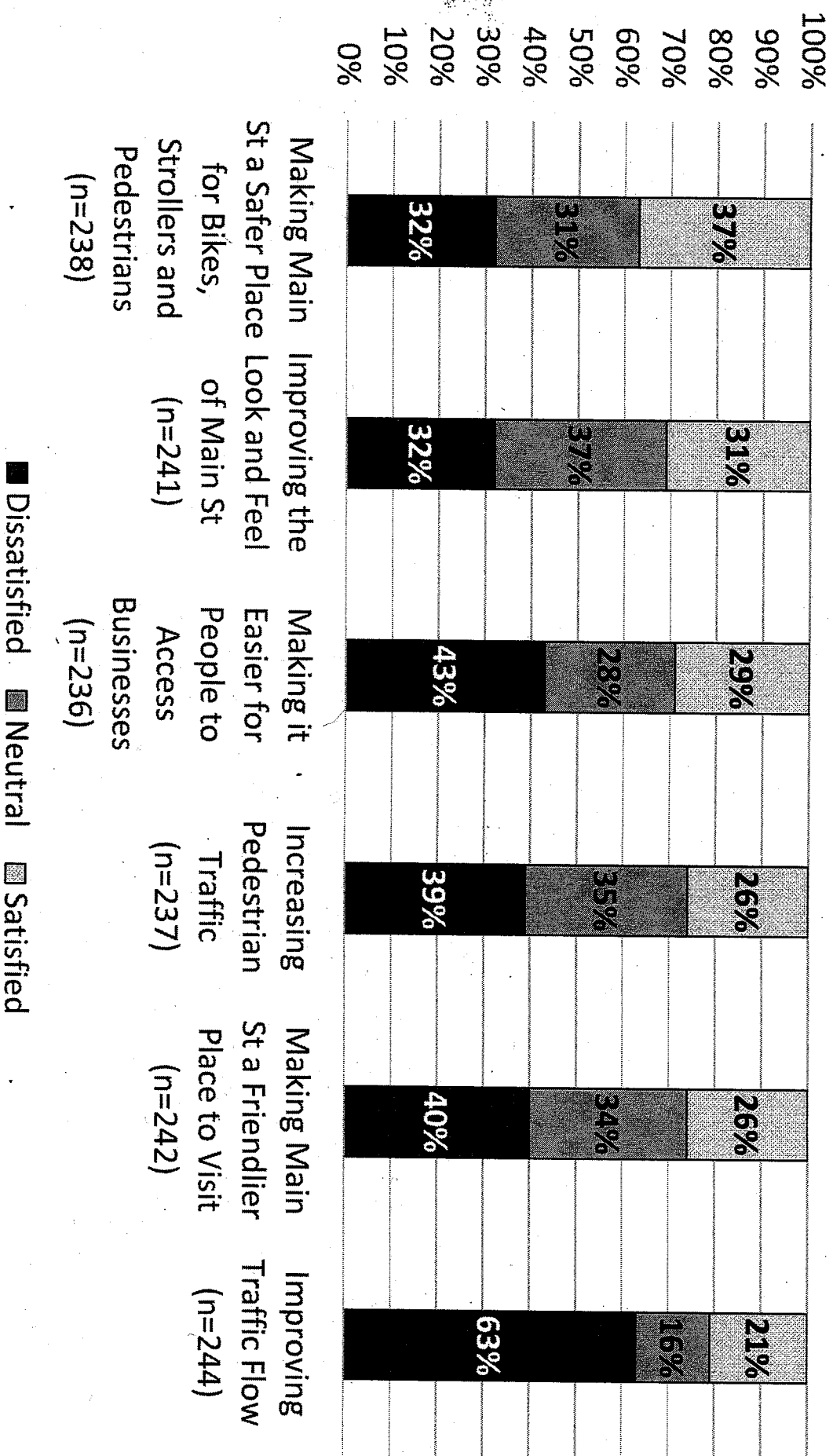
### Resident Surveys

- Summer and Fall, 2017
- On-the-ground surveying @ community events
- 296 Responses

To What Extent has One-Lane Main Street Increased  
Safety for People Moving by:

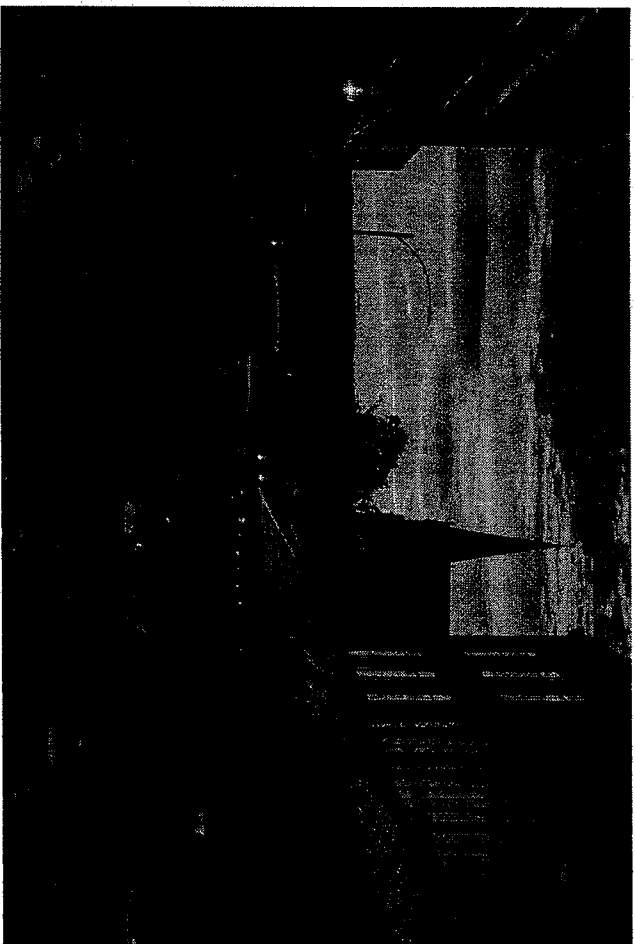


How Satisfied are You with One-Lane Main Street for Each Characteristic:



## Pilot Year Review

1. Planning/Economic Dev
2. Placemaking
3. Surveys
4. Downtown Traffic Study
5. MassDOT/HNTB Road Safety Audit
6. Traffic Data Analysis
7. Boulder Drive Study



### Common Themes

- Safety Benefits
- Foot Traffic Businesses Approve
- Need for Comprehensive Approach to Main
- Congestion Concerns
- Parking Concerns
- Bike Lane Suggestions
- Emergency Vehicle Concerns
- Aesthetics



## Pilot Year Review

## 1. Planning/Economic Dev

## 2. Placemaking

### 3. Surveys

#### 4. Downtown Traffic Study

5. MassDOT/HNTB  
Road Safety Audit

## 6. Traffic Data Analysis

## 7. Boulder Drive Study

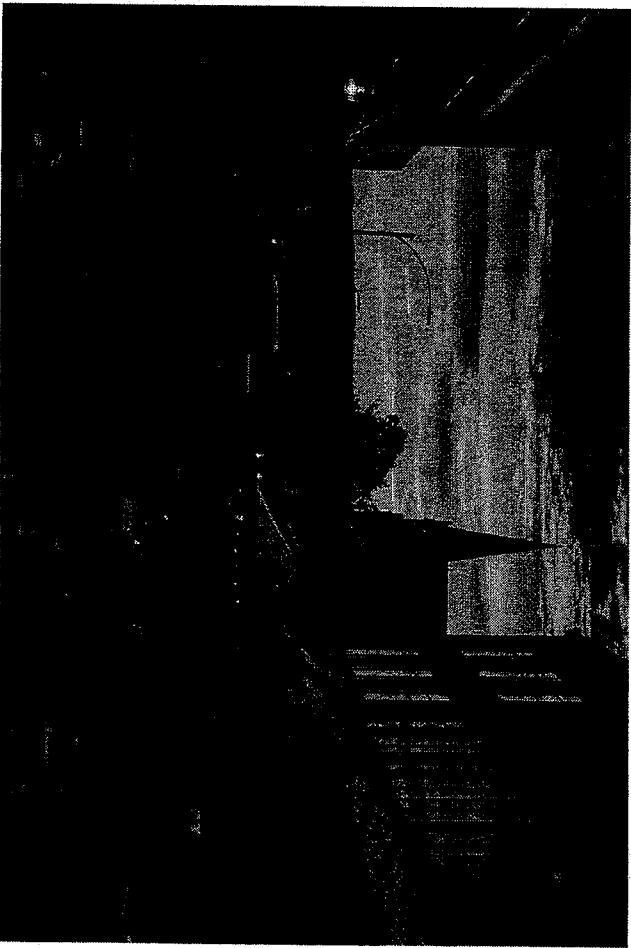
## Findings

**Traffic Signalization is most cost-effective method of congestion reduction**

[illegible]

Pilot Year Review

- 1. Planning/Economic Dev
- 2. Placemaking
- 3. Surveys
- 4. Downtown Traffic Study
- 5. MassDOT/HNTB Road Safety Audit
- 6. Traffic Data Analysis
- 7. Boulder Drive Study

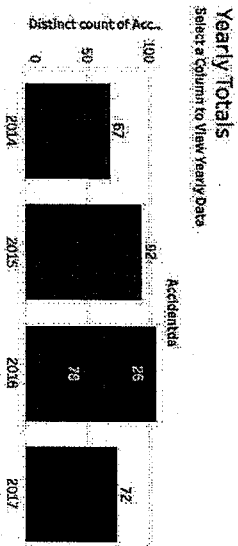


- Done prior to Water St bridge designs
- Looked at Main from Summer to Prichard
- Proposed a series of suggested tweaks

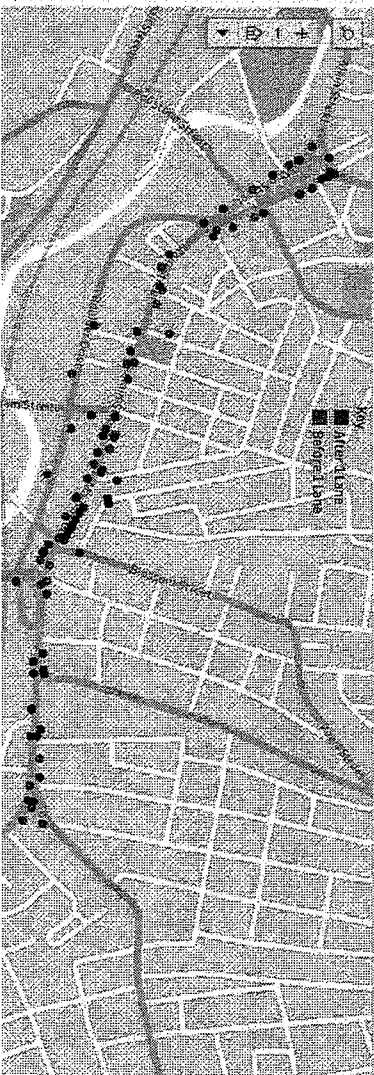
# Pilot Year Review

- 1. Planning/Economic Dev
- 2. Placemaking
- 3. Surveys
- 4. Downtown Traffic Study
- 5. MassDOT/HNTB Road Safety Audit
- 6. Traffic Data Analysis
- 7. Boulder Drive Study

Accidents Before and After One Lane Main - Geographic Distribution



Accident Locations

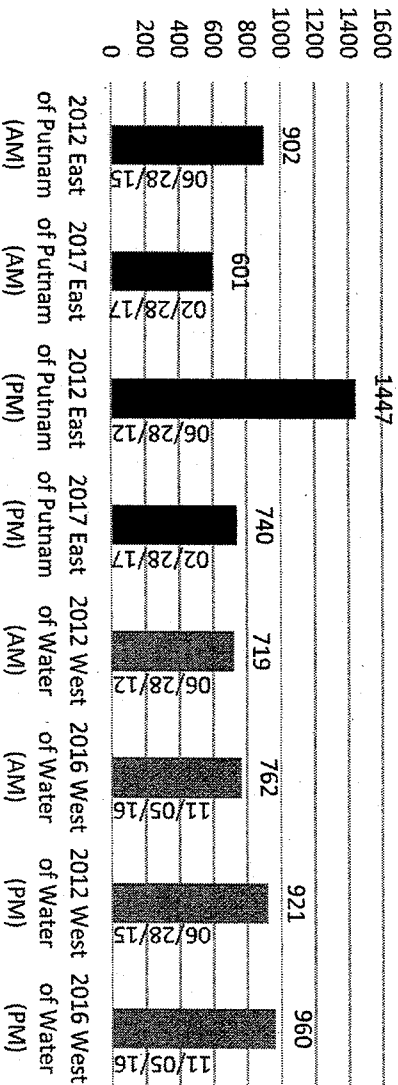


No noticeable impact on vehicle crashes

# Pilot Year Review

1. Planning/Economic Dev
2. Placemaking
3. Surveys
4. Downtown Traffic Study
5. MassDOT/HNTB Road Safety Audit
6. Traffic Data Analysis
7. Boulder Drive Study

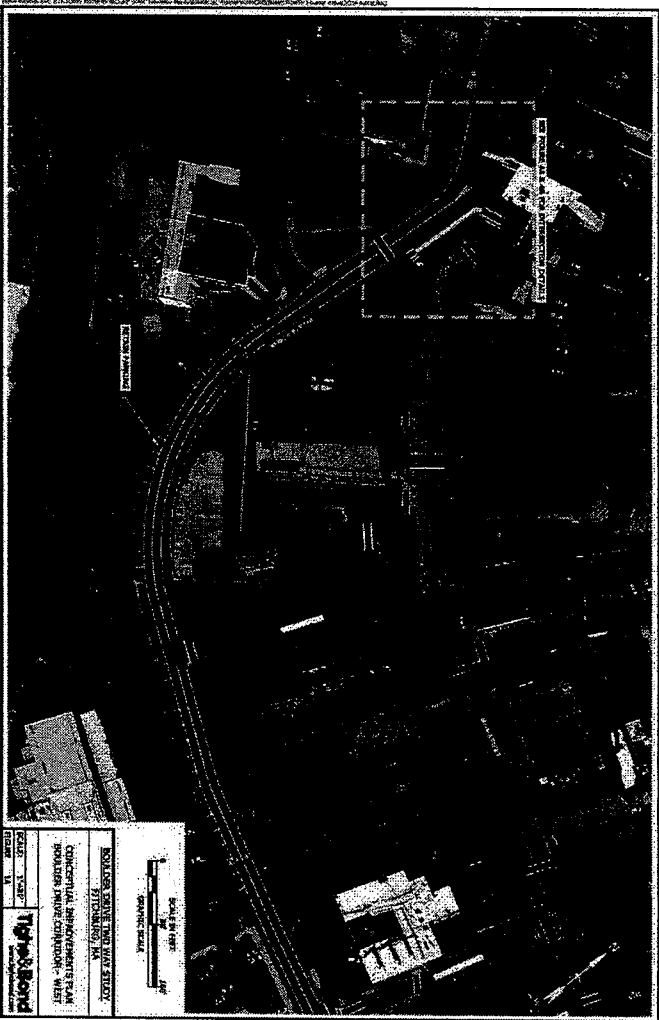
Main ST WB Traffic Volume (Vehicles/hr) at  
Certain Main Street Locations During AM  
and PM Peak



Uncertain impact on vehicle volume

# Pilot Year Review

- 1. Planning/Economic Dev
- 2. Placemaking
- 3. Surveys
- 4. Downtown Traffic Study
- 5. MassDOT/HNTB Road Safety Audit
- 6. Traffic Data Analysis
- 7. Boulder Drive Study



Pilot Year Review

1. Planning/Economic Dev
2. Placemaking
3. Surveys
4. Downtown Traffic Study
5. MassDOT/HNTB  
Road Safety Audit
6. Traffic Data Analysis
7. Boulder Drive Study

TABLE 3  
Travel Time Summary

Travel Time Segment Start	Travel Time Segment End	Existing Observations <sup>1</sup>	Existing Calculated Travel Times <sup>2</sup>	Proposed Calculated Travel Times Main Street <sup>2</sup>	Proposed Calculated Travel Times Boulder Drive <sup>2</sup>
Main St. WB at Water St.	Main St. WB at Boulder Dr.	111 s (AM) 176 s (PM)	102 s (AM) 119 s (PM)	125 s (AM) 124 s (PM)	88 s (AM) 74 s (PM)
Water St. NB at Main St.	Main St. WB at Boulder Dr.	145 s (AM) 211 s (PM)	137 s (AM) 226 s (PM)	138 s (AM) 149 s (PM)	117 s (AM) 92 s (PM)

<sup>1</sup> Based on travel time observations conducted in October 2017.  
<sup>2</sup> Based on calculations from the Synchro traffic analysis software

Significant Decrease in Westward Travel Time

Pilot Year Review

1. Planning/Economic Dev

2. Placemaking

3. Surveys

4. Downtown Traffic Study

5. MassDOT/HNTB  
Road Safety Audit

6. Traffic Data Analysis

7. Boulder Drive Study

**Total cost: \$2.2 million to \$5 million, including design**

- contingent on the methods for reconstructing Boulder Drive (mill and overlay vs. full depth reconstruction)
- mill & overlay recommended

# ONE-LANE MAIN | TESTING AND LEARNING



## Testing and Learning

### 1. Need for Comprehensive Approach to Main

- August 2017: Closed on CSX-owned right-of-ways for Twin City Rail Trail
- September 2017: Conducting "ReBuilding Downtown" Smart Growth America Workshop

### 2. Congestion Concerns

- Summer 2017-Present: Conducted Economic Development Strategic Planning, heavily focused on downtown

### 3. Parking Concerns

- February 2018: Awarded Complete Streets funding in the Upper Common
- April 2018: Awarded "Opportunity Zone" designation from state

### 4. Bike Lane Suggestions

- May 2018: Awarded MassDevelopment Transformative Development Initiative (TDI)" District
- Pipeline Projects: City Hall, Theater Block, BF Brown

### 5. Emergency Vehicle Concerns

- Boulder Drive as a cohesive solution

### 6. Aesthetics

## Testing and Learning

1. Need for Comprehensive Approach to Main

- Boulder Drive as an alternative
- Traffic Signalization

2. Congestion Concerns

3. Parking Concerns

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

## Testing and Learning

1. Need for Comprehensive Approach to Main

- April 2018: Began MRPC Downtown Parking Study

2. Congestion Concerns

- Additional Parking Possible?

3. Parking Concerns

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

Testing and Learning

1. Need for Comprehensive Approach to Main

2. Congestion Concerns

3. Parking Concerns

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

- Road Safety Audit Suggestion:  
move bike lane to North side of  
the street

## Testing and Learning

1. Need for Comprehensive Approach to Main

2. Congestion Concerns

3. Parking Concerns

4. Bike Lane Suggestions

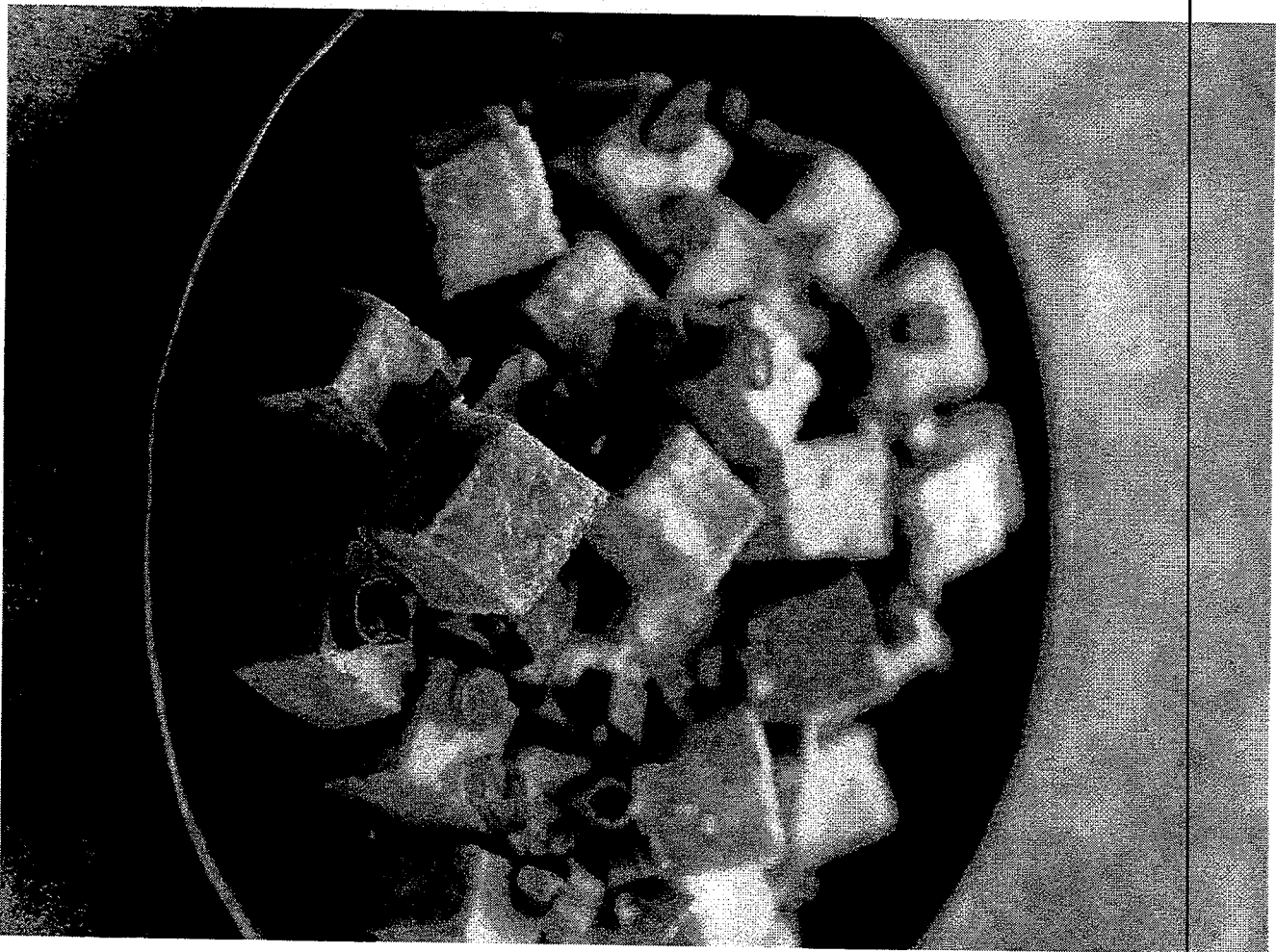
5. Emergency Vehicle Concerns

6. Aesthetics

- Boulder Drive as an alternative
- Mountable Curbs in permanent design?

## Testing and Learning

1. Need for Comprehensive Approach to Main
2. Congestion Concerns
3. Parking Concerns
4. Bike Lane Suggestions
5. Emergency Vehicle Concerns
6. Aesthetics



## Testing and Learning

1. Need for Comprehensive Approach to Main

**Preparing for 2018 MassWorks Application. The time is now.**

2. Congestion Concerns

**Total Investment:**

- Theater Block: \$25M

- Library: \$30M

- BF Brown: \$25M

- City Hall: \$24.5M

- 533 Main St: \$2-3M

- Smaller residential projects: \$1-2m

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

Testing and Learning

1. Need for Comprehensive Approach to Main

2. Congestion Concerns

3. Parking Concerns

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

7. Options Ahead

8. Interim Steps
1. Revert to two-lane

2. Continue as-is

3. Make tweaks, with sunseting provision (2-3 years) if permanent solution is not identified



## Testing and Learning

1. Need for Comprehensive Approach to Main

2. Congestion Concerns

3. Parking Concerns

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

7. Options Ahead

8. Interim Steps

1) Procure design engineers to craft permanent design plans for Main Street & short-term interim tweaks

2) Convene a public meeting to discuss permanent design plans/interim tweaks to Main St

3) DPW/CDD work to implement tweaks to Main St

4) Design engineers create final design plans based on public meeting & previous studies done

5) Consult with MassDOT District office regarding MassWorks

6) Submit applications for funding:

-MassWorks (Summer 2018, awarded Fall 2018)

-Massworks (Summer 2019, awarded Fall 2019)

-Complete Streets (Winter 2019, awarded Spring 2020)

## Testing and Learning

1. Need for Comprehensive Approach to Main

1) Procure design engineers to craft permanent design plans for Main Street & short-term interim tweaks

2. Congestion Concerns

2) Convene a public meeting to discuss permanent design plans/interim tweaks to Main St

3. Parking Concerns

3) DPW/CDD work to implement tweaks to Main St  
4) Design engineers create final design plans based on public meeting & previous studies done

4. Bike Lane Suggestions

5) Consult with MassDOT District office regarding MassWorks

5. Emergency Vehicle Concerns

6) Submit applications for funding:

- MassWorks (Summer 2018, awarded Fall 2018)
- Massworks (Summer 2019, awarded Fall 2019)
- Complete Streets (Winter 2019, awarded Spring 2020)

6. Aesthetics

7. Options Ahead

8. Interim Steps

## Testing and Learning

1. Need for Comprehensive Approach to Main
  2. Congestion Concerns
  3. Parking Concerns
  4. Bike Lane Suggestions
  5. Emergency Vehicle Concerns
  6. Aesthetics
  7. Options Ahead
  8. Interim Steps
- 1) Procure design engineers to craft permanent design plans for Main Street & short-term interim tweaks
  - 2) Convene a public meeting to discuss permanent design plans/interim tweaks to Main St
  - 3) **DPW/CDD work to implement tweaks to Main St**
  - 4) Design engineers create final design plans based on public meeting & previous studies done
  - 5) Consult with MassDOT District office regarding MassWorks
  - 6) Submit applications for funding:
    - MassWorks (Summer 2018, awarded Fall 2018)
    - Massworks (Summer 2019, awarded Fall 2019)
    - Complete Streets (Winter 2019, awarded Spring 2020)

## Testing and Learning

### 1. Need for Comprehensive Approach to Main

### 2. Congestion Concerns

### 3. Parking Concerns

### 4. Bike Lane Suggestions

### 5. Emergency Vehicle Concerns

### 6. Aesthetics

### 7. Options Ahead

### 8. Interim Steps

- 1) Procure design engineers to craft permanent design plans for Main Street & short-term interim tweaks
- 2) Convene a public meeting to discuss permanent design plans/interim tweaks to Main St
- 3) DPW/CDD work to implement tweaks to Main St
- 4) Design engineers create final design plans based on public meeting & previous studies done
- 5) Consult with MassDOT District office regarding MassWorks
- 6) Submit applications for funding:
  - MassWorks (Summer 2018, awarded Fall 2018)
  - Massworks (Summer 2019, awarded Fall 2019)
  - Complete Streets (Winter 2019, awarded Spring 2020)

## Testing and Learning

1. Need for Comprehensive Approach to Main
  2. Congestion Concerns
  3. Parking Concerns
  4. Bike Lane Suggestions
  5. Emergency Vehicle Concerns
  6. Aesthetics
  7. Options Ahead
  8. Interim Steps
- 1) Procure design engineers to craft permanent design plans for Main Street & short-term interim tweaks
  - 2) Convene a public meeting to discuss permanent design plans/interim tweaks to Main St
  - 3) DPW/CDD work to implement tweaks to Main St
  - 4) Design engineers create final design plans based on public meeting & previous studies done
  - 5) Consult with MassDOT District office regarding MassWorks
  - 6) Submit applications for funding:
    - MassWorks (Summer 2018, awarded Fall 2018)
    - Massworks (Summer 2019, awarded Fall 2019)
    - Complete Streets (Winter 2019, awarded Spring 2020)

# Testing and Learning

## 1. Need for Comprehensive Approach to Main

## 2. Congestion Concerns

## 3. Parking Concerns

## 4. Bike Lane Suggestions

## 5. Emergency Vehicle Concerns

## 6. Aesthetics

## 7. Options Ahead

## 8. Interim Steps

- 1) Procure design engineers to craft permanent design plans for Main Street & short-term interim tweaks
- 2) Convene a public meeting to discuss permanent design plans/interim tweaks to Main St
- 3) DPW/CDD work to implement tweaks to Main St
- 4) Design engineers create final design plans based on public meeting & previous studies done
- 5) Consult with MassDOT District office regarding MassWorks
- 6) Submit applications for funding:
  - MassWorks (Summer 2018, awarded Fall 2018)
  - Massworks (Summer 2019, awarded Fall 2019)
  - Complete Streets (Winter 2019, awarded Spring 2020)

# Testing and Learning

1. Need for Comprehensive Approach to Main

2. Congestion Concerns

3. Parking Concerns

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

6. Aesthetics

7. Options Ahead

8. Interim Steps

9. In Summary

1) One-Lane is no silver bullet

2) We need to make tweaks in the short-term

3) We need something permanent long-term, and we can make it happen soon

4) Let's keep the momentum going, and work together on this as a community

## Testing and Learning

1. Need for Comprehensive Approach to Main

1) One-lane is no silver bullet

2. Congestion Concerns

2) We need to make tweaks in the short-term

3. Parking Concerns

3) We need something permanent long-term, and we can make it happen soon

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

4) Let's keep the momentum going, and work together on this as a community

6. Aesthetics

7. Options Ahead

8. Interim Steps

9. In Summary



## Testing and Learning

1. Need for Comprehensive Approach to Main

1) One-lane is no silver bullet

2. Congestion Concerns

2) We need to make tweaks in the short-term

3. Parking Concerns

3) We need something permanent long-term, and we can make it happen soon

4. Bike Lane Suggestions

5. Emergency Vehicle Concerns

4) Let's keep the momentum going, and work together on this as a community

6. Aesthetics

7. Options Ahead

8. Interim Steps

9. In Summary

## Testing and Learning

1. Need for Comprehensive Approach to Main
  2. Congestion Concerns
  3. Parking Concerns
  4. Bike Lane Suggestions
  5. Emergency Vehicle Concerns
  6. Aesthetics
  7. Options Ahead
  8. Interim Steps
  9. In Summary
- 1) One-lane is no silver bullet
  - 2) We need to make tweaks in the short-term
  - 3) We need something permanent long-term, and we can make it happen soon
  - 4) Let's keep the momentum going, and work together on this as a community

Petition 242-17

FFD Chief Roy, FPD Chief Martineau and DPW Commissioner joined Mr. Skwierawski at the table.

Chief Roy stated that with the existing one-lane configuration it is difficult to get fire equipment through; the flower boxes are a problem, the bike lane has become a loading zone and vehicles cannot get out of the way of fire vehicles. He stated that the traffic configuration needs tweaking.

Chief Martineau stated that police vehicles are not having as much of a problem as the fire vehicles getting through the one-lane Main St. He said police response has not been impacted. Since the introduction of the one-lane traffic flow, he noted a decrease in accidents at the intersection of Main and Prichard from 8 in 2015 to 3 in 2017 and an increase in accidents at the intersection of Main and North from 15 in 2015 to 27 in 2017. He stated that the flower boxes create a loading zone problem.

Commissioner Laakso stated that a one-lane trial was a good idea. He noted issues that were identified during the trial: the flower boxes pose a problem, the Upper Common needs re-striping where it reverts back to two-lane, the traffic signal at Main and Oliver worked better when it was flashing and that a two-way Boulder Drive is an interesting option to add to the plan. Councillors debated the pros and cons of various configurations such as one-lane one-way, two-lane one-way, two-lane two-way, Boulder Drive two-way and noted various comments and phone calls received from constituents regarding support for two-lane two-way, problems with the one-lane traffic back-ups, flower boxes and the bike lane and negative effect on businesses. Councillors generally agreed that the primary goals for Main St. are economic development via improved access to Main St. businesses, safety for pedestrians and increased walkability.

Motion to revert back temporarily to two-lane, one-way while working towards a permanent traffic flow of two-lane, two-way FAILED by vote of 5 in favor (Donnelly, Fleming, DiNatale, Clark, Beauchemin) and 6 opposed (Kushmerek, Green, Squailia, Walsh, Kaddy, Zarrella).

Motion to hold the petition and request that the 2001 two-way Main St. study be submitted to the City Council for review FAILED by vote of 3 in favor (Squailia, Clark, Kaddy) and 8 opposed (Kushmerek, Donnelly, Fleming, DiNatale, Green, Walsh, Zarrella, Beauchemin).

Motion to retain the current one-lane, one-way traffic configuration with the intent to study and pursue a two-lane, two-way Main Street PASSED by vote of 7 in favor (Kushmerek, Donnelly, Green, Walsh, Clark, Kaddy, Zarrella) and 4 opposed (Fleming, DiNatale, Squailia, Beauchemin)

The meeting adjourned at 10:48PM

Respectfully submitted,



Anna M. Farrell  
City Clerk

*City of Fitchburg,*.....

